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a. Four-engine aircraft, see .nnex 1. Thirty were seen near the hangars. They took off and landed individually. b. Jet fighters, see .nnex 2. They were seen taking off individually. Un to six of these planes were seen in the air at the same time. There were two sizes of the same two; the smeller one, about the size of the .e-108, had a tail wheel, the larger one, about the size of the .e-108, had a tail wheel, the larger one, about the size of the .e-109, was fitted with a nose wheel. c. Twin-engine conventional piston aircraft fitted with booster jot engines. The two versions shown in .nnexes 3 and 4 were seen. Document No		2. German engineers: .bout 250 billeted in near Ilinka. man electrician who had come with his fa Bleicherode. This electrician comployed in a cable plant near .loscow bu	a Ger- mily from was		
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These planes were seen two or three times taking off individually. Three-bladed propeller, mid-wing monoplane.

Comment:

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a. The report again mentions a German foreman from Eleicherode who was occasionally detached to the Tsagi Plant. In a previous report—it was stated that Eng. Fleischer, also from Bleicherode, was employed in the plant. Thus, it must be assumed that some of the experts in the field of air missiles control devices work in Stakhanovo. Such air missiles, called parasites by the returnees, were repeatedly described in recent reports

25X1

b. The described jet fighter type may represent type 21. Thether the type aircraft reproduced in Annexes 3 and 4 (see para 3c) is a captured P-38 or a F-61 Black Tidow or the Soviet type 23, which is believed more credible, cannot be determined. The bow frame mounted on the right-hand engine nacelle (see Annex 4) may be connected with measuring purposes.

25X1

c. The statement concerning the angular propelling units remains unclear and must be received with reserve. Its location beside the propeller disk due to the disturbed air flow almost excludes the assumption of a continuously working power plant. These units are therefore believed to be Jato powder rockets or other droppable devices.

4 Annexes,

1. Four-Engine Aircraft Seen at Stakhanovo.

2. Jet Fighter Seen at

Stalthanovo.

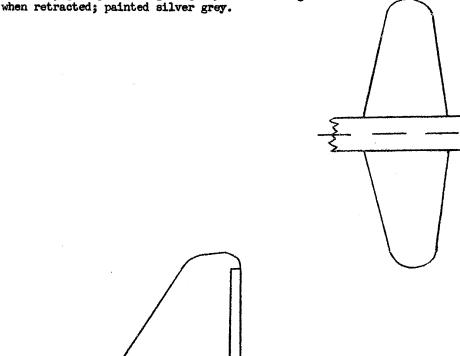
3. and 4. Conventional Piston Aircraft Fitted with Ecoster Jet Engines Seen at Stakhanovo.

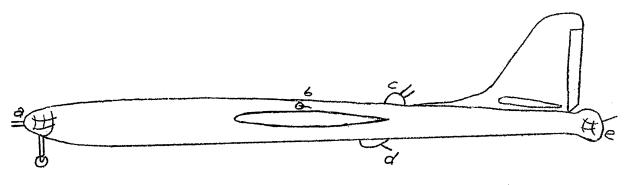
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Attachment 1

Four-engine aircraft Fisch at Atamenskoye

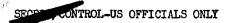
Mid-wing monoplane; straight wings fitted with four piston engines of unknown type; elevator assembly of same configuration as wings; nose wheel; slim fuselage; double-wheel landing gear retracting to the rear; gear protruding slightly from fuselage

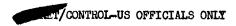




- a Glazed nose; two guns
- b One gum station on each side of fuselage above the wings, as with the He-lll
- c Gun station on fuselage a short distance behind wings; two guns
- d Ventral gun station; one gun
- e Glazed tail gun station; one gun

Note: These gun stations were observed on all the four-engine aircraft, but not all the planes mounted weapons; some flew without any armament.



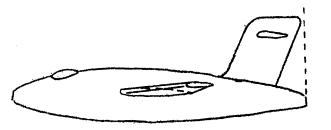


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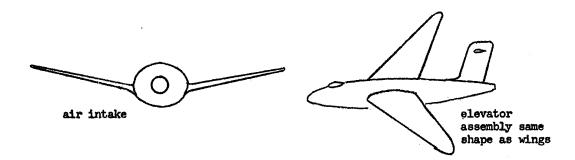
Attachment 2

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Jet fighter seen at Ramenskoye



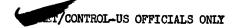
Rearward point of rudder assembly and jet exhaust in same plane



Aircraft had retractable landing gear; painted silver grey; mid-wing monoplane; no armament or any other equipment projecting from the fuselage was observed.

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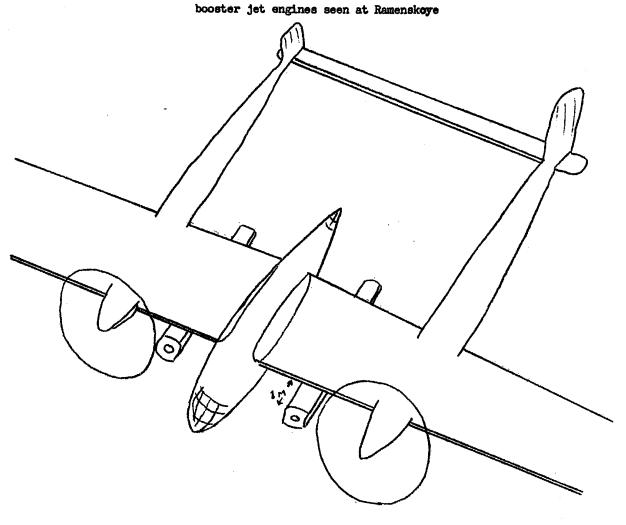


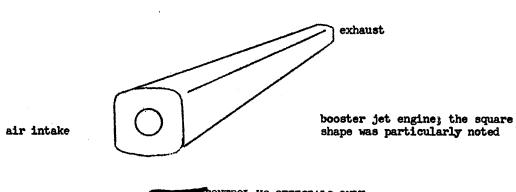
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Attachment 3

Conventional piston aircraft fitted with



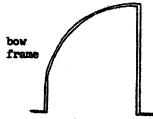


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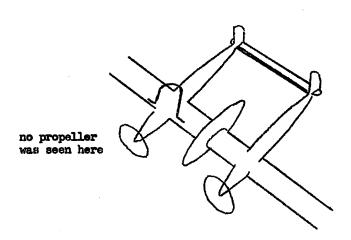
Attachment 4

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Conventional piston aircraft fitted with jet engines seen at Ramenskoye



straight section of frame seemed to be stronger than curved section



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